



Mojave National Preserve

Issue 16 / Fall 2009



Sand grains and snowflakes: Winter storms and freezing temperatures bring dynamic contrast to the Mojave Desert, including the Kelso Dunes (above).

The Beanery: Back in Business!

WHEN FIRST OPENED IN 1924, THE KELSO DEPOT LUNCH room seated up to 33 customers at its U-shaped counter. It operated 24 hours a day with waiters, waitresses, and cooks working around-the-clock in three eight-hour shifts. Like everything else in Kelso, “The Beanery” (as the lunch counter was known to railroaders) saw its greatest activity during the World War II years.

Imagine a hungry train passenger coming into The Beanery for a bite to eat back in 1944: a typical prime rib entrée including soup and salad, dessert, and beverage cost about \$1.25. The homemade pies and cookies were favorite menu items among customers, including railroad employees who made Kelso a frequent stop on their travels. Even as recently as the late 1970s and early 1980s, westbound train crews, upon arrival at Cima (20 miles northeast of Kelso), would call ahead to The Beanery with their lunch orders. When they reached Kelso Depot, their food was waiting for them at the counter.

But after 61 years of serving hungry train passengers, railroad employees, and town residents, Kelso Depot and The Beanery sadly closed its doors at midnight, June 30, 1985. With the establishment of Mojave National Preserve in 1994, the National Park Service took ownership of the property and, after extensive renovation, Kelso Depot reopened to the public as a visitor center in October 2005. From the start, the National Park Service sought a concessionaire to operate the lunch counter. Finding one proved more difficult than anticipated, however. Years passed, while many a visitor passing through Kelso Depot Visitor Center recalled with relish the delicious homemade cookies and other treats once served.

It wasn’t until June 2008 that a concessionaire was finally found for The Beanery. Or, rather, they found each other.

A 29-year resident of Yucca Valley, Calif., Mike Williams was employed as a construction worker when he decided he needed change in his life. Upon learning that the National Park Service was searching for a lunch counter concessionaire at Kelso Depot, Mike anxiously placed his bid, which was reviewed and accepted. Being that Kelso is a very small town these days, it didn’t take long for the word to get around. After much anticipation and enthusiasm from local residents, Kelso Depot Visitor Center staff, and the many visitors passing through each day, “The Beanery @ Kelso” was brought back to life on March 20, 2009, open for business again after nearly a quarter-century.

Today, The Beanery looks much like it did back in the 1920s and 1930s, offering a little something for everyone. The menu includes a variety of salads and sandwiches, hot dogs, ice-cold soda pop, milk-



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NPS COLLECTION

Union Pacific Railroad employees enjoy hot coffee and hot gossip in the 1950s (above). Today (below), Mike Williams is pouring.

shakes, fruit smoothies, and, of course, pie, brownies, scooped ice cream, and cookies. And, with a characteristic grin, Mike Williams claims that the freshly brewed coffee is “voted best in all of Kelso.”

The Beanery @ Kelso is open 5 days a week, Friday through Tuesday, 9 a.m. – 5 p.m. For more information, call 760-252-6165.

Bringing back the “good old days” has never been more fun, and with good food and great company, you might never want to leave.

Lisa Barefield, Park Ranger and Kelso resident

Welcome to Mojave!

October 31, 2009, marks the 15th anniversary of the California Desert Protection Act, the law that created Mojave National Preserve. During those 15 years, the National Park Service has expanded recreational opportunities, reclaimed abandoned mine lands, and increased scientific study of desert environments. Our most visible and, for many, most appreciated milestone was the renovation and reopening of the Kelso Depot as Mojave’s principal visitor center. Join us to celebrate this milestone at our anniversary event on October 31 at Kelso Depot.

Mojave’s landscape varies tremendously as you travel around the preserve, and I encourage you to take short walks in various areas. Inside this guide, you’ll find information on how to visit the Kelso Dunes, Cinder Cones & Lava Beds, and the Joshua tree woodland on Cima Dome. On the east side of the park, campgrounds and hiking trails are available for those with more time to explore.

More than 1,000 miles of dirt roads await desert explorers in street-legal vehicles, providing access to old mining sites, springs, and roadside camps. Some routes require high-clearance vehicles and/or four-wheel drive, and road conditions change rapidly during rainy weather, so check with a ranger before heading out.

If you would like to learn more about what to see and do, talk to the rangers at Kelso Depot Visitor Center or Hole-in-the-Wall Information Center, visit our website, or call the headquarters information desk. Websites and phone numbers are listed on page two.

Dennis Schramm
Superintendent

3 Mojave’s Roads

Just getting around Mojave National Preserve, the third-largest unit of the National Park System in the contiguous United States, can be a trial for some. But it need not be. Plan ahead and prioritize; familiarize yourself with Mojave’s paved and dirt roads and the major sites to see along the way. And remember—you won’t see it all in one day (but you can always come back)...

4 Kelso & Trains!

Got trains on your brain? You’re not alone. Kelso residents and park rangers Ruby Newton and Tim Duncan describe their love for locomotives and the rich railroading history of the town they call home.



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6 Campgrounds

Mojave National Preserve is a camper’s paradise. Developed campgrounds, roadside camping, and backcountry camping offer opportunities for individuals and groups of diverse ages, interests, and skills. Careful planning and knowledge of camping rules and regulations will help ensure an enjoyable and safe experience for you, future visitors, and the fragile desert environment...

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National Park Service
U.S. Department of the Interior

Mojave National Preserve

Established in 1994, Mojave National Preserve encompasses 1.6 million acres ranging in elevation from 800’ near Baker to 7,929’ at Clark Mountain. Although most of the park lies in the Mojave Desert, the south-east section grades into the Sonoran Desert, and elements of the Great Basin Desert are found at higher elevations east of the Granite, Providence, and New York mountains.

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The National Park Service cares for the special places saved by the American people so that all may experience our heritage.

Hunting in the National Park System?

“HUNTING IN MOJAVE NATIONAL Preserve? Isn’t hunting prohibited in national parklands?” Preserve staff often hear such questions, especially during the fall when hunters are afield pursuing quail, mule deer, bighorn sheep, and other wildlife. In general, National Park Service (NPS) regulations *do* prohibit hunting in national parklands. As of today, however, hunting is authorized in 69 units of the National Park System, including Mojave National Preserve. While this probably seems confusing, some brief history can put the situation in better perspective.

The first national park, Yellowstone (Idaho, Montana, and Wyoming), was created in 1872. Hunting was restricted but not technically prohibited until 1894 with the passage of the Yellowstone Game Protection Act. At the time, some wildlife, particularly large mammals, were nearly brought to extinction. Populations of buffalo, pronghorn antelope, and elk, which just decades earlier numbered in the millions, had been severely diminished. It had become apparent that in order to save our nation’s wildlife, we would have to protect it. Concerned citizens—primarily hunters, most notably Theodore Roosevelt, Joseph Grinnell, and members of the conservationist organization the Boone and Crockett Club—spearheaded this drive to prohibit the killing of wildlife and protect them from the seemingly relentless onslaught of commercial poachers, in particular.

As Congress created more parks such as Yosemite, Glacier, and Mesa Verde, the same language used for Yellowstone was incorporated to protect wildlife there, too. This mandate was carried over into the Organic Act of 1916 which created the mission and administration of the National Park Service.

Conservation-minded hunters and others continued to lead the way in protecting wildlife on public and private lands so that by the mid-1900s wildlife management practices, the implementation of regulated hunting across the United States, and the small-scale

“Hunting is authorized in 69 units of the National Park System, including Mojave...”



Top to Bottom: Popular game species at Mojave National Preserve include mule deer (*Odocoileus hemionus*) and doves (*Zenaida* sp.).

protection within national parks appeared to be successful: wildlife that seemed in danger of extinction 50 years before were no longer in peril. Some wildlife populations, in fact, were increasing so much in local areas that their growth needed to be controlled. In addition, NPS sites were becoming more numerous and diverse. Instead of just parks and monuments, Congress began to establish recreation areas, preserves, battlefields, historic sites, and wild and scenic riverways, among others. Lawmakers recognized that many of these areas had management directions and concerns that differed from more traditional parks and monuments. Hunting was allowed at some specific sites as a legitimate, or even essential, activity.

Today, hunting is still prohibited in national parklands unless Congress specifically states otherwise in the unit’s founding or enabling legislation. Where hunting is allowed, however, like in Mojave National Preserve, the NPS continues to provide a unique experience and support for an important American heritage and cultural value.

Neal Darby, Wildlife Biologist

Attention Deer Hunters!

Some mule deer bucks in Mojave National Preserve have been fitted with VHF high-frequency radio collars. These deer may be legally hunted in accordance with California Department of Fish & Game (CDFG) regulations as part of a valid deer tag for Zone D-17.

If you harvest a collared buck, please return the equipment to the nearest visitor center or ranger station (see below) or to any National Park Service (NPS) park ranger or CDFG officer encountered in the preserve. To arrange pick-up, call 760 252-6100. Returned and reused collars save hundreds of dollars in new equipment.

Essential Information

Dates and Hours of Operation

The preserve is always open. Information centers (see below) maintain regular hours of operation.

Fees and Reservations

There are no entrance fees. See page 6 for information about campground reservations and fees.

Information Centers

Three information centers provide orientation, information, and trip-planning advice. Park rangers are on duty. Western National Parks Association (WNPA) bookstores offer books, maps, and more.

Kelso Depot Visitor Center

Located 34 miles south of Baker, Calif., on Kelbaker Road. Open daily, 9 a.m.–5 p.m.

Hole-in-the-Wall Information Center

Located near Hole-in-the-Wall Campground. Winter hours (October–April): Wednesday through Sunday, 9 a.m.–4 p.m. Summer hours (May–September): Friday through Sunday, 9 a.m.–4 p.m.

Headquarters Information Center

Located at 2701 Barstow Road, Barstow, Calif. Open Monday through Friday, 8 a.m.–4:30 p.m.

Food: The Beanery @ Kelso

The lunch room concession offers hot and cold beverages, soups, salads, sandwiches, and snacks. Located at Kelso Depot Visitor Center. Open Friday through Tuesday, 9 a.m.–5 p.m.

Water

Drinking water is available only at Kelso Depot Visitor Center, Hole-in-the-Wall Information Center, Hole-in-the-Wall and Black Canyon campgrounds, Mid-Hills Campground, and the campground at Providence Mountains State Recreation Area (Mitchell Caverns).

Gasoline

There are no gasoline stations within Mojave National Preserve. Gasoline can be purchased along I–40 at Needles, Fenner, and Ludlow, Calif., along I–15 at Baker, Calif., the Cima Road exit, and Primm, Nev., and along U.S. 95 at Searchlight, at the Nev. 163 junction south of Cal–Nev–Ari, Nev.

Lodging

There are no motels within Mojave National Preserve. Lodging is available in Barstow, Nipton, Ludlow, Needles, Baker, and Twentynine Palms, Calif., and in Primm and Searchlight, Nev.

Bicycles

Bicycles are allowed in parking areas, on paved roads, and on existing, open dirt roads. Bicycles are not allowed in Wilderness Areas or for cross-country travel.

Pets

Though not allowed inside information centers, pets are welcome elsewhere. They must be leashed and never left unattended. Dogs used during hunting activities must be under the owner’s control at all times. Pet excrement must be collected and disposed of in garbage receptacles.

Permits

Permits are required for all organized events, group events (more than 15 individuals or seven vehicles), and commercial activities such as filming. Fees apply. Proof of insurance and posting of a bond might also be required. Call 760-252-6107 or visit www.nps.gov/moja for more information.

Hunting and Firearms

Hunting is permitted in accordance with state regulations. All hunting activities require a license; additional permits and tags might apply. Visit the California Department of Fish & Game website at http://www.dfg.ca.gov/ for more information.

Target shooting or “plinking” is prohibited. All firearms transported within the preserve must be unloaded, cased, and broken down, except during lawful hunting activities. No shooting is permitted within ½ mile of developed areas, including campgrounds, information centers, Kelso Dunes, Fort Piute, Sweeney Granite Mountains Desert Research Center, and the Desert Studies Center at Zzyzx.

Collecting and Vandalism

Disturbing, defacing, or collecting plants, animals, rocks, historic or archeological objects is prohibited. Leave these resources as you find them for everyone to enjoy. Metal detectors are not allowed.

Private Property

Private inholdings are found throughout the preserve. Please respect the rights of our neighbors. It is your responsibility to obtain permission before entering private property, including to hunt or hike.

Cattle and Fences

Most grazing within Mojave National Preserve occurs on public land. This land is open to you to explore, but please don’t disturb cattle, fences, or water tanks. Leave gates as you find them.

Firewood and Campfires

Wood is scarce in the desert. Cutting or collecting any wood, including downed wood, is prohibited. All firewood, including kindling, must be brought in. Firewood is sometimes available for purchase at Baker, Fenner, or Nipton, Calif., or at Providence Mountains State Recreation Area (Mitchell Caverns). Campfires are allowed in fire rings and other established sites. To minimize your impact, use a firepan and pack out the ashes. Please do not leave fires smoldering or unattended.



Scenic Cima Road connects I-15 with Cima, Calif., traversing the world’s largest concentration of Joshua trees.

Avenues to Adventure

Mojave National Preserve is vast. At 1.6 million acres, it is the third-largest unit of the National Park System in the contiguous United States. While much of Mojave’s wild and historic splendor is available only to those who travel its trails and unmaintained roads, the primary roads of the preserve offer endless opportunities for exploration (see map on page 8).

Kelbaker Road

A 56-mile paved road stretching from I-15 at Baker, Calif., in the north to I-40 east of Ludlow, Calif., in the south, Kelbaker Road winds past cinder cones, lava flows, Kelso Depot, Kelso Dunes, and the Granite Mountains.

Cinder Cones and Lava Flows

No signs or services.
About 14 miles southeast of Baker, Kelbaker Road traverses a 25,600-acre area of lava flows and volcanic cinder cones thought to range in age from 10,000 to 7 million years old. In 1973, the area was designated as Cinder Cones National Natural Landmark due to its scenic beauty and exceptional geological value. Aiken Mine Road (19 miles southeast of Baker, Calif.) offers an interesting side trip through the heart of the area and access to a lava tube. **High clearance and four-wheel drive recommended.**

Kelso Depot Visitor Center

Information, exhibits, orientation film, art gallery, bookstore, food (The Beanery @ Kelso), restrooms, water, picnic area.
Located 34 miles southeast of Baker, Kelso Depot began operation in 1924 and served as train station, restaurant, and employee housing on the Overland Route of the Union Pacific Railroad. Now a Mojave National Preserve information center and museum, it offers extensive exhibits describing the cultural and natural history of the preserve. Historically furnished rooms offer a glimpse into Kelso’s past.

Kelso Dunes

Self-guiding trail, pit toilets, no water.
About 42 miles southeast of Baker (8 miles south of Kelso Depot), then three miles west on a graded dirt road. Nearly 700 feet high and covering a 45-square-mile area, the Kelso Dunes were created over the course of 25,000 years by winds carrying sand grains from the dried Soda Lake and Mojave River Sink located to the northwest. The Providence and Granite mountains served as barriers that trapped the blowing sand. The dunes produce a “booming” or “singing” sound when sand with the right moisture content slides down the steep slopes. Try it for yourself—run down a dune slope (but don’t trample vegetation!) to initiate the sound.

Granite Mountains

No signs or services.
An imposing jumble of granite marks the south entrance to the preserve, 50 miles southeast of Baker on Kelbaker Road. Portions of the Granite Mountains lie within the University of California’s Desert Research Center; please respect the signs that mark the boundary. **High clearance and four-wheel drive recommended.**

Clark Mountain

No signs or services.
The only portion of Mojave National Preserve north of I-15, Clark Mountain is also its highest point, at 7,929 feet. A relict white fir grove near the top is one of only three in the Mojave Desert. Check detailed maps or ask a ranger for access information. **High clearance and four-wheel drive recommended.**

Cima Road

About 26 miles east of Baker, Calif., the paved Cima Road connects I-15 with Cima, Calif., 16 miles to the southeast.

Cima Dome and Joshua Tree Forest

Self-guiding trail, no water.
The near-perfect symmetry of Cima Dome rises 1,500 feet above the surrounding desert and provides ideal habitat for the world’s largest concentration of Joshua trees. Although the top of the dome is located west of Cima Road near the Teutonia Peak Trailhead, this unusual geologic feature is best seen from a distance. Try the view looking northwest from Cedar Canyon Road, 2.5 miles east of Kelso Cima Road.

Cedar Canyon and Black Canyon Roads

Mostly unpaved, the 20-mile Cedar Canyon Road connects Kelso Cima Road in the west with Ivanpah Road in the east, paralleling (and sometimes joining) the historic Mojave Road. Black Canyon Road (unpaved north of Hole-in-the-Wall) connects Cedar Canyon Road with Essex Road, 20 miles to the south.

Rock Spring

Self-guiding trail, pit toilets, picnic area, no water.
A well-known waterhole for early travelers, Rock Spring is located 5.2 miles east of Black Canyon Road on Cedar Canyon Road. A signed turn-off leads ¼ mile south to the trailhead and parking area. Camp Rock Spring, a military redoubt established in 1866, was one of the most isolated and comfortless army posts in the West.

Mid Hills

Campground, trailhead, pit toilets, water. Not recommended for RVs.
About two miles west of Black Canyon Road at the north end of Wild Horse Canyon Road, Mid Hills supports pinyon-juniper woodland habitat. The effects of a fire that swept through the area in June 2005 are evident, although several campsites in the popular campground still contain shady stands of pinyon pine and juniper.

Hole-in-the-Wall

Information center, bookstore, campgrounds, picnic area, trailhead, restroom, water, telephone.
Just north of the junction of Black Canyon and the south end of Wild Horse Canyon Roads, rhyolite cliffs riddled with holes and hollows are the backdrop for Hole-in-the-Wall.

Piute Spring

About 7.4 miles west of U.S. 95 on the unmarked and unpaved Mojave Road, then 3.1 miles west on an extremely rough unmarked dirt road. **High clearance and four-wheel drive recommended.**

Fort Piute and Piute Spring

Trails, wayside exhibits, no signs or services.
Willows, cottonwoods, and rushes thrive along a half-mile section of Piute Creek. Fort Piute (still visible) was one in a string of military outposts built along the Mojave Road. Please don’t climb on the foundations or remove anything.

Dirt Road Driving

Prepare Your Vehicle

Ensure that your vehicle is in good condition: check tires, oil, and gas gauge.

For emergencies, carry tools, tire jack, towrope, extra water, and fluids for your vehicle.

Know the Rules of the Road

All vehicles operating within Mojave National Preserve must be street-legal in accordance with California DMV requirements, including current registration and tags, lights and turn signals, and valid insurance. California “Green Sticker” and “Red Sticker” programs are not recognized within the preserve.

Off-pavement travel is allowed only on existing open dirt roads. Do not travel cross-country or create new routes. This rule is strictly enforced; violators will receive citations. Driving in washes is not permitted. Watch for and respect Wilderness Boundary signs; motorized vehicles and bicycles are not allowed in designated Wilderness Areas.

Check Road Conditions

Road conditions vary widely. Dirt roads might be rough, sandy, or muddy, rendering them impassable, and the unprepared motorist could be trapped many miles from help. Watch for cattle, burros, and other wildlife on roadways.

Not all roads are shown on all maps; traces and illegal shortcuts add to the confusion. Carry a good map, and ask a park ranger for current road conditions.

Zzyzx Road

Six miles southwest of Baker on I-15, Zzyzx Road leads five miles south into the preserve along the western shore of Soda Dry Lake.

Zzyzx/Soda Springs

Self-guiding trail, wayside exhibits, pit toilets, non-potable water, picnic area.
Historically known as Soda Springs and later renamed Zzyzx (pronounced ZYE-zix), this oasis is home to the California State University Desert Studies Center. The buildings and pond were developed in the 1940s by Curtis Springer, who operated a health resort at the site. Zzyzx is open to the public—stroll around Lake Tuendae and along the shore of Soda Dry Lake. Please do not disturb participants when classes are in session.

Nipton, Ivanpah and Lanfair Roads

Eleven miles south of Primm, Nev., Nipton Road begins at I-15 and passes through Nipton, Calif., 11 miles east. Ivanpah Road (only the 10 northernmost miles paved) heads southeast of Nipton Road, through the Ivanpah and Lanfair valleys, eventually connecting with the paved Lanfair Road and the Fenner Valley. Together stretching 46 miles, Ivanpah and Lanfair roads connect the northern preserve boundary (bordering Nipton Road) with the southern near Goffs, Calif.

Hotel Nipton

Privately operated hotel, store, campground, & more; for information call 760-856-2335 or email at stay@nipton.com.
Built in 1910, this charming hotel reflects the railroad, ranching, and mining history of the small community at Nipton.

Caruthers Canyon

Primitive camping, hiking, no signs or services.
About 5.5 miles west of Ivanpah Road on New York Mountains Road, then 2.7 miles north on an unsigned road, Caruthers Canyon is located in the rugged New York Mountains. Surrounded by mountains rising over 7,500 feet, a botanical “island” of chaparral plants remains from wetter times of the past. **High clearance and four-wheel drive recommended.**

Sand & Mud Driving Tips

- Be sure to carry plenty of drinking water and emergency supplies.

- Engage four-wheel drive before entering deep sand or mud.

- Don’t gun the engine—this will spin the tires, dig you in deeper, and could bury your vehicle to the frame. Smooth, easy power is better than too much power; use low gearing and just enough throttle to maintain forward movement.

- If you detect a loss of traction, turn the steering wheel rapidly from side-to-side—this might help to generate traction.

- If your vehicle gets stuck, place solid materials (such as floor mats) under the tires to provide traction.

- If you’re really stuck, it’s best to stay with your vehicle. A stationary, stranded vehicle is much easier to locate than a person traveling on foot. Avoid strenuous activity during the heat of the day; stay in the shade of your vehicle.

Lanfair Valley

No signs or services.
South of the New York Mountains along Ivanpah and Lanfair roads, this high valley shelters an impressive Joshua tree forest and was an early ranching and homesteading center. From 1893 until 1923, the Nevada Southern Railway ran up the valley from Goffs, providing services to homesteaders and ranchers in the valley and to miners in the mountains beyond. While little evidence remains of homesteads that once dotted the valley, tracts of private property still exist. Please respect the rights of landowners.



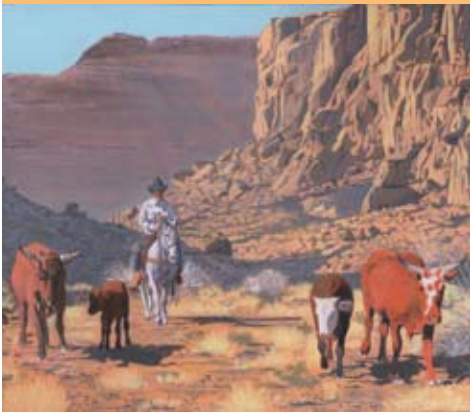
Faces and Places

Desert Light Gallery

Since the turn of the last century, trans-continental railroads have promoted rail travel to national parks by producing framed prints and advertizing art that depicts the beauty of these national treasures. The tradition of close ties between the railroads, art, and national parks continues with *Looking for the Frontier*, a painting exhibition at the Desert Light Gallery in Kelso Depot Visitor Center.

A self-taught Western realist painter, Susan Alstatt's acrylic-on-canvas paintings depict landscapes and contemporary-life scenes in the desert lands of California and Nevada. In *Looking for the Frontier*, Alstatt captures the moveable edge between ordinary human life and wilderness in the Mojave Desert. The frontier has receded. But it's still there.

Looking for the Frontier runs from October 10, 2009, to January 3, 2010. Take home a piece of the exhibition: Original artwork will be available for purchase at the Western National Parks Association (WNPA) bookstore inside the Kelso Depot Visitor Center. Proceeds from print sales will fund additional projects aimed at promoting understanding and enjoyment of Mojave National Preserve.



Susan Alstatt's "Up Wildhorse Canyon," part of the *Looking for the Frontier* exhibition at the Desert Light Gallery in Kelso Depot Visitor Center, October 10, 2009 to January 3, 2010.

A Union Pacific Railroad freight train climbs the 2.2 percent grade to Cima.

Park Rangers' Pick: Ruby Newton and Tim Duncan on Kelso and *Trains!*

ONE OF OUR FAVORITE SPOTS IN MOJAVE NATIONAL PRESERVE is Kelso, Calif. Of course, we're biased—we live here—but there's perhaps no better place to get oriented to the 1.6 million-acre preserve. All around are some of the most striking landscapes in the Mojave Desert: from the swelling, curved batholith that is Cima Dome in the northeast to the gorgeous Kelso Dunes (third-highest in North America) in the southwest. And behind our home loom the Providence Mountains with their many layers of exposed rock strata. The sunset is wonderful to behold as it shines upon the flanks of the mountains, colored rose, purple, and blue in the waning light.

We love the natural beauty of the area, but we also cherish its rich history. After a bite to eat at The Beanery lunch counter in historic Kelso Depot, it's fun to explore the visitor center's informative exhibits that describe the area's Native Americans, wildlife, mining and geology, and, of course, railroad history and *TRAINS!*

The railway seen at Kelso today began as the San Pedro, Los Angeles & Salt Lake Railroad (nicknamed "The Salt Lake Route"). Before it was even completed in 1905, the Union Pacific (UP) Railroad acquired interest in the route to access the rich markets and ports around Los Angeles. Eventually, UP gained full ownership of the line, and it became part of their "Overland Route"—the UP shield on the front of Kelso Depot still bears this title.

Kelso got its name in a more round-about way. Originally known simply as Siding 16, it became Kelso when railroad workers put their names into a hat and pulled out the name of John Kelso. By whatever name, Kelso has been a railroad town from the start. A reliable source of water from nearby Cornfield Spring was a necessity for steam engines. While diesel-electrics replaced steam locomotives after World War II, UP still houses employees at Kelso. Workers maintain all aspects of the trackage, monitor the signal system and switches, and even take care of the tree and water system west of town (planted as windbreaks, trees keep sand from blowing onto the tracks).

For trainspotters like us, Kelso and its surroundings offer some great opportunities. About 20 to 25 trains pass through the area each day, coming from and going to all points in North America. Just east of Kelso is a 2.2 percent grade climbing towards Cima, Calif., which slows heavy eastbound trains to a crawl. The S-curves in the track near Cima make for excellent viewing and photography. While we



Where the heart is: Park Rangers Ruby Newton and Tim Duncan live and work in Kelso, Calif.

don't see many passenger trains these days—Amtrak's Desert Wind last passed Kelso in spring 1997—we do get our share of special trains like the Ringling Brothers Barnum and Bailey Circus train, the American Orient Express, and UP's historic steam locomotives.

Freight trains, however, are by far most common through Kelso. Almost everything we use is transported by train in one way or another: from food, fuel, and building materials to clothing, electronics, and even beer. Most of this is loaded onto double-stack trains carrying between 250 and 400 containers (each container the equivalent of a tractor-trailer load) from Southern California to Chicago and beyond in three to five days. While the average train of this type is 5,000 to 7,000 feet in length, some can be as long as 12,000 feet. The economic and technological efficiency of modern railroads is emphasized by this type of train. The average freight train carries one ton of product 436 miles on a single gallon of diesel fuel.

Undoubtedly, and in addition to being great fun to watch, trains continue to play an important role in our economy. But as Mojave National Preserve celebrates its 15th birthday in 2009, we're also reminded of the significance railroads have to our nation's unparalleled system of national parklands. During the late 19th and early 20th centuries—when the Salt Lake Route first came to Kelso—trains were also the primary means of passenger travel. Railroads championed the creation of national parks and monuments and promoted travel to these areas as a means of increasing passenger service. Today, Mojave National Preserve continues this traditional relationship between railroads and parks. From our home in Kelso, we feel so fortunate to look out the window each morning, not just at a breathtaking desert landscape preserved for future generations, but also at the trains and steel rails that first brought people to these special places that belong to us all.

The Rock Spring Loop

IF YOU WERE WONDERING HOW ANYONE could—or would want to!—live in the remote desert that is now Mojave National Preserve, take a leisurely stroll along our newest park trail, the Rock Spring Loop, to find some answers. The trail starts at the Rock House, five miles east of Black Canyon Road on Cedar Canyon Road. At the Rock House, you will find a pit toilet and picnic table.

The Rock House was constructed by Bert Smith in 1929, when he came to this area to recover from poison gas exposure suffered during World War I. Doctors told him he didn't have long to live, but the dry desert air proved so beneficial to Smith's health that he lived here for 25 more years! The second long-term resident was artist Carl Faber, who lived and worked at the Rock House in the 1980s, selling his artwork to passing travelers.

A few minutes into the hike, the remains of a milling operation from the 1930s are visible near the trail. Rich mineral deposits of gold, silver, copper, and other precious metals have been found across this region. Rock from nearby Watson Wash was hauled here and crushed to release the copper. The project met with little success and didn't last long. Prospectors often just walked away from such sites, leaving everything behind.

The trail continues to Rock Spring, one in a series of springs that dot the Mojave Desert every 20 to 30 miles, forming a natural travel corridor. This route eventually became known as the Mojave Trail, then later the Mojave Road. Water means life in the desert, so humans and wildlife depended on this spring, as did the livestock later introduced by miners and ranchers. Exhibits near the

Getting There: Rock Spring Loop Trail

Five miles east of the intersection with Black Canyon Road (or, 10 miles west of the intersection with Lanfair Road) on the unpaved but graded Cedar Canyon Road, a signed turn-off leads south to the trailhead and parking area.

Pit toilets and picnic area available, but no camping. To learn more, talk with a park ranger at any visitor center (see page 2 for locations and contact info.) or visit our website at: www.nps.gov/moja.

spring describe the Mojave and Chemehuevi Indians who formerly lived in the area, and Camp Rock Spring, an army outpost active briefly in the 1860s to protect mail and early travelers that passed along the route. Water is almost always present here, although whether it's a slow trickle or several deep pools depends on recent rainfall.

From the spring, the trail climbs a ridgeline overlooking Watson Wash with expansive

views of the Hackberry and New York mountains to the north and east. If you look carefully, you can also see portions of the Mojave Road, now a popular four-wheel drive-route. This section runs parallel to Cedar Canyon Road. Leaving the ridgeline, you enter a small copse of juniper and pinyon trees that provide welcome shade as the trail leads you back to the Rock House.

Continued on next page...

Nature and Science



Long-nosed Leopard Lizard (*Gambelia wislizenii*): A powerful predator that eats insects, lizards, small snakes, and even some smaller mammals like mice.

Protect Desert Tortoises

The threatened desert tortoise is a marvel of desert adaptation. Its continued survival, however, is largely dependent on responsible human behavior.

Admire from Afar

Do not harass or approach a tortoise too closely. When no water is available, tortoises reabsorb water from their bladders. If frightened, they might release their bladders and lose this vital water supply.

Mindful Motoring

Stay on established roads. Vehicles can crush burrows, killing tortoises and eggs.

Check beneath your vehicle before driving away. On hot days, tortoises enjoy the shade that cars provide.

Observe posted speed limits, and be especially watchful during and after rainstorms. Tortoises often enter roadways to drink from puddles.

Pet Smarts

Do not release captive tortoises. They might carry diseases that can be transmitted to wild tortoises. Instead, turn them over to a licensed tortoise-rescue center. For information, call 760-252-6101.



Rock Spring Loop Trail

(continued from page 4)

This trail was constructed by a Volunteer Vacations crew in April 2009. Five volunteers from around the country contributed a week of their time to improve the grounds at the Rock House, install the picnic table, and establish this trail.

As you walk to your car, think about why you decided to hike this particular trail. Was it because of the spring? Indeed, water has always attracted humans and wildlife, especially in arid regions like the Mojave Desert. But there are many, less obvious reasons that have drawn people to this place.

Christina Mills, Park Ranger

Above right: Historic Rock Spring, well-known waterhole for early travelers and site of Camp Rock Spring, active during the 1860s.

Right: The Rock House, constructed in 1929 by World War I veteran Bert Smith.



Abandoned Mines Now Safer to Visit

To the casual traveler, the desert might seem so harsh and foreboding that surely no one has ever lived there. But a century ago, there were dozens of slapdash settlements with hundreds of men (and some women) across the Mojave. California's gold rush of 1849 drew in would-be miners from around the world, and those that couldn't find gold at Sutter's Mill quickly fanned out across California and the west.

While earlier miners operated under informal rules, the General Mining Law of 1872 established the first federal regulation of mining in the West. Under its provisions, new mining claims were permitted on nearly all public lands. It wasn't until the Mining in the Parks Act of 1976, however, that new mining claims in national parks were prohibited, though mining on existing claims continued through a rigorous permitting process that addressed environmental and cultural resource concerns. Because Mojave National Preserve was not established until 1994, mining here continued under the 1872 statute until just 15 years ago when the more restrictive law went into effect.

Mining has always operated on a boom-and-bust cycle: when gold, silver, and other metal prices are high, marginal mines become cost-effective to operate. But when prices plunge, or ore bodies are exhausted, mines are abandoned. This long period of mining and re-mining has left thousands of prospect and mine sites within Mojave National Preserve, providing a unique physical record of the 130-year history of mining in the area: 641 mine sites have been inventoried, including 915 shafts (vertical holes) and 2,136 adits or tunnels (horizontal holes). Although most wooden structures have been scavenged, salvaged, or vandalized, the shafts, adits, and tunnels are still there, and some mines still have support timbers, headframes, and associated buildings. Visitors can see evidence of the type of materials, technology, and equipment used in prospecting and mining ventures and how they evolved through time. The solitude of these remote settings provides an opportunity to reflect upon the harsh lifestyles of the miners.

However, many visitors are unaware of the serious safety hazards they face when exploring abandoned mine sites. Deep shafts draw visitors' atten-



Top: A newly-grated shaft at the Suzanne R Mine.

Bottom: An adit gate installed at Evening Star Mine

tion and generate the desire to investigate, yet they are also the most dangerous feature at mines. The ground surface around shafts can be highly unstable: slips or falls generally result in serious injury or death. Adits and tunnels are also attractive because it's easy for people to walk right in. But interior timbers, supports, and ladders—many over 100 years old—create a false sense of security, luring an unsuspecting individual into dangerous conditions. Just the movement of people walking could be enough to cause a collapse. Help may be hours away and, when emergency personnel do respond, they are also exposed to substantial risk. Please: **Stay Out and Stay Alive!**

Given the large number of abandoned mine sites and the cost and complexity of undertaking safety treatments at unique and often dangerous locations, the National Park Service faces a daunting task in providing for public safety at abandoned mines. Substantial funding to address these hazards, while also providing jobs to Americans, became available through the American Recovery and Revitalization Act signed into law in February 2009. With this increased funding, Mojave National Preserve has been able

to move ahead with projects at several mine sites. Mojave is expected to receive \$5.2 million to address public safety issues at 34 abandoned mines.

Initial projects have included work at the Eveningstar Mine. Because of its nearly intact headframe and relative accessibility, the Eveningstar is a well-known and frequently visited mine site. Protective grates have been installed on two deep shafts and an adit has been gated. More work will be done this fall. Other mines that have recently been protected include the Paymaster, Butcherknife, and Suzanne R mines.

There is no one standard design solution for blocking mine openings, so each must be individually designed and evaluated. And while safety is, of course, a primary concern, mine closure devices are also designed to accommodate wildlife, minimize visual impacts, and maintain the historic integrity of the site.

Linda Slater, Chief of Interpretation

The Mojave Road

This country, as a whole, seemed a vast volcanic desert—of mountains, canyons, and mesas—and what it was ever made for, except to excite wonder and astonishment, is a mystery to the passing traveler... Water was found only at distances of ten and twenty miles apart...

-J.F. Rusling describing his 1866 trip on the Mojave Road in *Across America*



Historical marker at Kelso Cima Road junction.

Originally a foot trail used by Mojave and other people of the Colorado River basin to transport goods for trade with coastal tribes, the Mojave Road later served the cause of westward expansion: military forts were established along the route to protect key water sources and provide assistance for travelers. Today it is a popular four-wheel-drive road.

The Mojave Road enters the preserve near Piute Spring on the eastern boundary and at Soda Dry Lake near Zzyzx on the west. Some sections are rough and sandy; four-wheel drive is recommended. Much of the road might become slick, muddy, and impassable after rains. Be sure to inquire about road conditions, especially if you plan to cross Soda Lake.

The Mojave Road Guide by Dennis G. Casebier provides in-depth history and mile-by-mile descriptions of the route. Purchase your copy at any information center.



Camping & Backcountry Travel

Backcountry Guidelines & Regulations

Backcountry travel and camping—backpacking, roadside camping, and horsepacking—require careful planning in order to ensure a safe and rewarding experience. Visitors should adhere to National Park Service regulations and are further encouraged to follow Leave No Trace guidelines to minimize their impact on the fragile desert environment. Additional regulations apply for roadside camping (see below) and horsepacking (talk with a park ranger or visit us online for more information: www.nps.gov/moja).

Leave No Trace principles are rooted in scientific studies and common sense. The message is framed under seven Leave No Trace Principles presented below with accompanying regulations and guidelines specific to Mojave National Preserve:

1. Plan Ahead and Prepare

- There is no permit or registration system for backcountry camping at Mojave National Preserve; be sure to notify others of your travel itinerary.
- Few established trails exist; carry a good map and familiarize yourself with desert travel and survival skills before beginning your trip.

2. Travel and Camp on Durable Surfaces

- Reuse existing campsites (*required* for roadside camping—see below).
- Do not make camp in a dry wash—flash floods develop quickly in the desert.
- Camping is limited to a maximum of 14 consecutive days per visit/stay and 30 total days per year.
- Campsites must be more than 200 yards from any water source.
- Camping is not permitted: within 1/4 mile of any paved road; within 1/2 mile of Fort Piute or Kelso Depot; within 1 mile north of the Kelso Dunes (i.e., the crest of the dunes) or 1/4 mile south of the Kelso Dunes access road. (Exceptions might apply for roadside camping—see below.)

3. Dispose of Waste Properly

- Store all food and garbage in a manner that will prevent access by wildlife. Carry plastic bags and pack out all trash.
- Bury human waste in catholes 6-8 inches deep, at least 200 feet from water, camp, and trails. Pack out all toilet paper and hygiene products.
- Pet excrement must be collected and disposed of in garbage receptacles.

4. Leave What You Find

- Disturbing, defacing, or collecting plants, animals, rocks, and historic or archeological objects is prohibited. As part of our national heritage, these resources should be left as they are found for all to enjoy. Metal detectors are not allowed.

5. Minimize Campfire Impacts

- Campfires are allowed in established fire rings only, or with use of a portable firepan (be sure to pack out ashes). Do not leave fires smoldering or unattended.
- Cutting or collecting any wood, including downed wood, is prohibited. All firewood must be brought into the preserve.

6. Respect Wildlife

7. Be Considerate of Other Visitors

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Friends and family enjoy the spectacular setting of Hole-in-the-Wall Campground.

Campgrounds

Hole-in-the-Wall Campground

Facilities: pit toilets, trash receptacles, potable water, fire rings, picnic tables, dump station; no utility hookups.

Fees: \$12 per site per night, \$6 for America the Beautiful Senior/Access Pass holders.

Reservations: not accepted; campsites available on a first-come, first-served basis.

At 4,400 feet in elevation, Hole-in-the-Wall Campground is surrounded by sculptured volcanic rock walls and makes a great base camp for hikers (see p.7) and for exploring nearby Mitchell Caverns in the Providence Mountains State Recreation Area. Thirty-five campsites accommodate RVs and tents; two walk-in sites are also available.

Mid Hills Campground

Facilities: pit toilets, trash receptacles, potable water, fire rings, picnic tables; no dump station or utility hookups.

Fees: \$12 per site per night, \$6 for America the Beautiful Senior/Access Pass holders.

Reservations: not accepted; campsites available on a first-come, first-served basis.

The Hackberry Fire swept through the Mid Hills area in June 2005, burning much of the vegetation. About half of the 26 campsites were left unharmed, however—they remain surrounded by pinyon pine and juniper trees. At 5,600 feet in elevation, Mid Hills is much cooler than the desert floor below. The access road is unpaved and is not recommended for motorhomes or trailers.

Black Canyon Equestrian & Group Campground

Facilities: corrals, pit toilets, trash receptacles, potable water, fire ring, grill, picnic shelter with tables.

Fees: \$25 per group per night.

Reservations: required; call 760-928-2572 or 760-252-6104

Located across the road from Hole-in-the-Wall Information Center. Horses and riders are welcome at Mojave National Preserve! Permits required for large groups (see p.2 for permit information).

Nearby Camping Areas

Providence Mountains State Recreation Area (Mitchell Caverns)

16 miles north of I-40 on Essex Road, has six campsites with tables and fire rings available on a first-come basis for \$25 per night. See page 7 for more information.

Afton Canyon

25 miles southwest of Baker on I-15, has a BLM campground with tables and fire rings for \$6 per night.

Commercial camping is also available at Baker, Barstow, Needles, and Nipton, Calif.

Roadside Camping

Roadside vehicle camping is permitted in areas that have been traditionally used for this purpose. By reusing existing sites, you help protect the desert from further damage. Sites with existing rock fire rings should be considered disturbed and suitable for roadside camping. Many roadside camping sites cannot accommodate multiple vehicles; please don't enlarge them. Do not camp along paved roads or in day-use areas, and stay at least 200 yards from all water sources.

The National Park Service encourages roadside campers to use the following, selected sites:

Near Kelbaker Road: Rainy Day Mine Site

15.2 miles southeast of Baker on Kelbaker Road, then 0.3 miles northeast on the unsigned and very sandy road to the Rainy Day Mine. Four-wheel drive recommended; no RVs.

Granite Pass

6.1 miles north of I-40 on Kelbaker Road, just north of Granite Pass, then west on one of several access roads. Campsites are located just north of the granite spires. High clearance vehicle recommended; no RVs.

Kelso Dunes Mine

4 miles west of Kelbaker Road on the unpaved Kelso Dunes Road. One campsite is located south of the road, 1/4 mile past the marked trailhead. Several others are available 3/4 mile beyond, near a clump of trees. Except at these sites, roadside camping is prohibited along Kelso Dunes Road (including at the trailhead).

Near Cima Road: Sunrise Rock

12 miles south of I-15 on the east side of Cima Road. Trailhead for Teutonia Peak Trail is nearby on the opposite side of Cima Road.

Near Black Canyon Road: Black Canyon Road (East)

4 miles south of Hole-in-the-Wall Information Center on the east side of Black Canyon Road, above a wash and near a hill with views of the Providence Mountains. Another site is located about 4 miles further south, near rock piles.

Near Ivanpah and Cedar Canyon Roads: Caruthers Canyon

5.5 miles west of Ivanpah Road on New York Mountains Road, then 1.5 to 2.7 miles north to campsites. High clearance and four-wheel drive recommended; no RVs.





NPS COLLECTION

Hiking

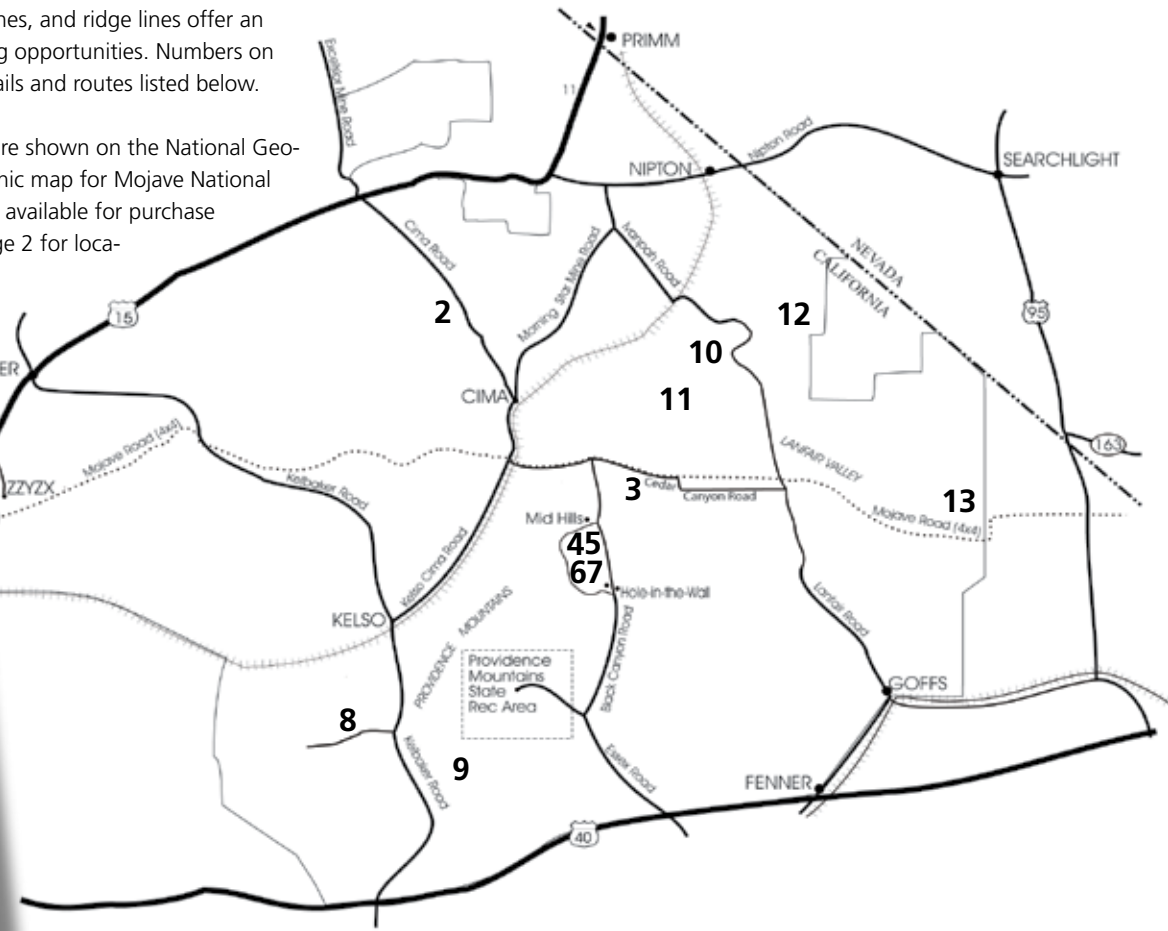
Hikers at Mojave National Preserve can enjoy a variety of challenges, with sweeping views, solitude, and over 800,000 acres of designated Wilderness.

Although there are few established hiking trails in Mojave National Preserve, abandoned dirt roads, washes, and ridge lines offer an abundance of cross-country hiking opportunities. Numbers on map show general locations of trails and routes listed below.

All trails and routes listed below are shown on the National Geographic Trails Illustrated topographic map for Mojave National Preserve. This and other maps are available for purchase at all information centers (see page 2 for locations and other info.).



NPS COLLECTION



Developed Trails

1) Lake Tuendae Nature Trail

Trailhead: Zzyzx parking area, 5 miles south of I-15 on Zzyzx Road.

Enjoy an easy, self-guided, ¼-mile stroll around Lake Tuendae. Wayside exhibits reveal the rich cultural and natural history of this oasis.

2) Teutonia Peak Trail

Trailhead: 12 miles south of I-15, or 5 miles north of Cima, Calif., on Cima Road.

Explore the world's densest Joshua tree forest en route to a rocky peak with expansive views of Cima Dome and beyond. Three miles round-trip.

3) Rock Spring Loop Trail

Trailhead: 5 miles east of Black Canyon Road on Cedar Canyon Road.

This one-mile loop begins at Bert Smith's Rock House and leads to Rock Spring. Wayside exhibits describe the spring's rich history, including Mojave Indian use and the U.S. Army's Camp Rock Springs. Return to the trailhead via a ridgeline with expansive views of the Hackberry and New York mountains.

4) Mid Hills to Hole-in-the-Wall Trail

Trailheads: Entrance to Mid Hills Campground, and about 1 mile west of Black Canyon Road on the south end of Wild Horse Canyon Road.

Hike 8 miles, one-way, through a maze of washes decorated with barrel and cholla cacti, then the Hackberry Fire burned area. Total elevation gain is 1,200 feet. Watch for trail route markers.

5) Rings Loop Trail

Trailhead: Hole-in-the-Wall Information Center parking area, 20 miles north of I-40 on Essex and Black Canyon roads.

Discover how Hole-in-the-Wall got its name as you ascend narrow Banshee Canyon with the help of metal rings mounted in the rock. The 1½-mile round-trip hike connects to the Mid Hills to Hole-in-the-Wall Trail (see above).

6) Hole-in-the-Wall Nature Trail

Trailheads: Hole-in-the-Wall Information Center and Campground, 20 miles north of I-40 on Essex and Black Canyon roads.

Learn to identify desert plants on this easy, ½-mile round-trip hike.

7) Barber Peak Loop Trail

Trailhead: Hole-in-the-Wall picnic area. This 6-mile loop encircles Barber Peak just west of Hole-in-the-Wall Campground, passes the Opalite Cliffs, and returns to Hole-in-the-Wall via Banshee Canyon (and the Rings Loop Trail—see above).

8) Kelso Dunes

Start: 3 miles west of Kelbaker Road on the well-graded, but unpaved Kelso Dunes Road. Hikers at sunrise and sunset are treated to both cooler temperatures and the rose-colored glow of the dunes. The roughly 3-mile round-trip hike might take several hours as you slog through the sand, then slide down the slopes.

Recommended Routes

The following routes are not established trails; trailheads might be unidentifiable or nonexistent. Check a detailed map or guidebook and consult a park ranger for route information.

9) Quail Basin

Start: 12.5 miles north of I-40 on Kelbaker Road, then 1 mile east on an unmarked dirt road. Park at junction with closed dirt road heading south. High clearance & four-wheel drive recommended.

Follow the route to the south to a road that loops around a small valley. After walking the loop, return via the same route. The 6.5-mile round-trip route leads past jumbled rocks into a small valley of Mojave yucca and juniper surrounded by granite outcroppings.

10) Keystone Canyon

Start: 18 miles south of Nipton Road on Ivanpah Road, then 2.5 miles west on an unmarked dirt road. Bear left at the first fork, right at the second, then continue to a parking area. Four-wheel drive recommended.

Hike the deteriorating road into Keystone Canyon, ascending the New York Mountains. Continue cross-country to the top of the ridge for spectacular views. Hike is 3 miles one way.

11) Caruthers Canyon

Start: Primitive campsites in canyon: 5.5 miles west of Ivanpah Road on New York Mtns Road, then 2.7 miles north on unsigned road. High clearance & four-wheel drive recommended.

Hike 3 miles one way through a rocky basin to an abandoned gold-mining area. Do not enter mine shafts or climb on abandoned structures; they are unstable and extremely dangerous.

12) Castle Peaks Corridor

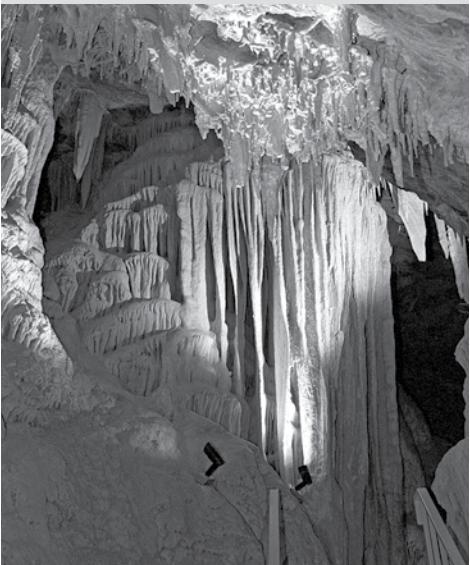
Start: 4.9 miles east of Ivanpah Road on Hart Mine Road; left at fork, then 1 mile, left at fork, then 3.4 miles, crossing an earthen berm; left at fork, then 1 mile to road's end. High clearance & four-wheel drive recommended.

For excellent views of the Castle Peak spires, walk 4 miles one way up the closed road to the ridgetop and beyond into a small canyon.

13) Piute Creek

Start: 9.5 miles east of the junction of Lanfair Valley and Cedar Canyon roads on a dirt utility road, then 0.5 miles north. High clearance & four-wheel drive recommended.

Hike 6.5 miles round-trip through colorful Piute Gorge and explore the ruins of Fort Piute, built and manned in the 1860s to protect mail and travelers on the Mojave Road. A perennial stream near the fort, rare in the Mojave, supports riparian plants and animals. Return to your vehicle via an unused trace of the Mojave Road.



Mitchell Caverns: A State Park within a National Preserve

Stalactites, stalagmites, helictites, shields, and draperies are but a few of the formations that decorate the interior of Mitchell Caverns at Providence Mountains State Recreation Area. Located just south of Hole-in-the-Wall on Essex Road, this 5,900-acre state park offers cave tours, camping, and hiking in the spectacular Providence Mountains.

Tours

Guided tours of Mitchell Caverns require a 1-mile walk and last about 1½ hours. The temperature inside the cave is a comfortable 65°F, so dress accordingly and wear sturdy shoes. Tour schedules are as follows:

Winter (Labor Day-Memorial Day)

Weekdays: 1:30 p.m.
Weekends: 10 a.m., 1:30 p.m., & 3 p.m.

Summer (Memorial Day-Labor Day)

Daily: 1:30 p.m.

Fees are \$6 for adults, \$3 for children under 16; children under six years old get in free. Tours are limited to 25 people. Reservations (not accepted for individuals or small groups) are required for groups of 10 or more and can be made by calling at least three weeks in advance.

Camping and Hiking

At 4,300 feet in elevation, the campground offers superb views of the surrounding desert. Six campsites with tables and fire rings are available on a first-come, first-served basis for \$25 per night. Water and flush toilets are provided.

Three short trails—the Mary Beale Nature Trail (0.5 miles round-trip), Nina Mora trail (0.5 miles round-trip), and Crystal Spring Trail (2 miles round-trip)—offer an introduction to the area's history, geology, and flora while providing outstanding views. Cross-country hikers can reach the peaks of the Providence Mountains. Groups planning to hike cross-country require a free permit from the visitor center.

For reservations and information, call 760-928-2586.

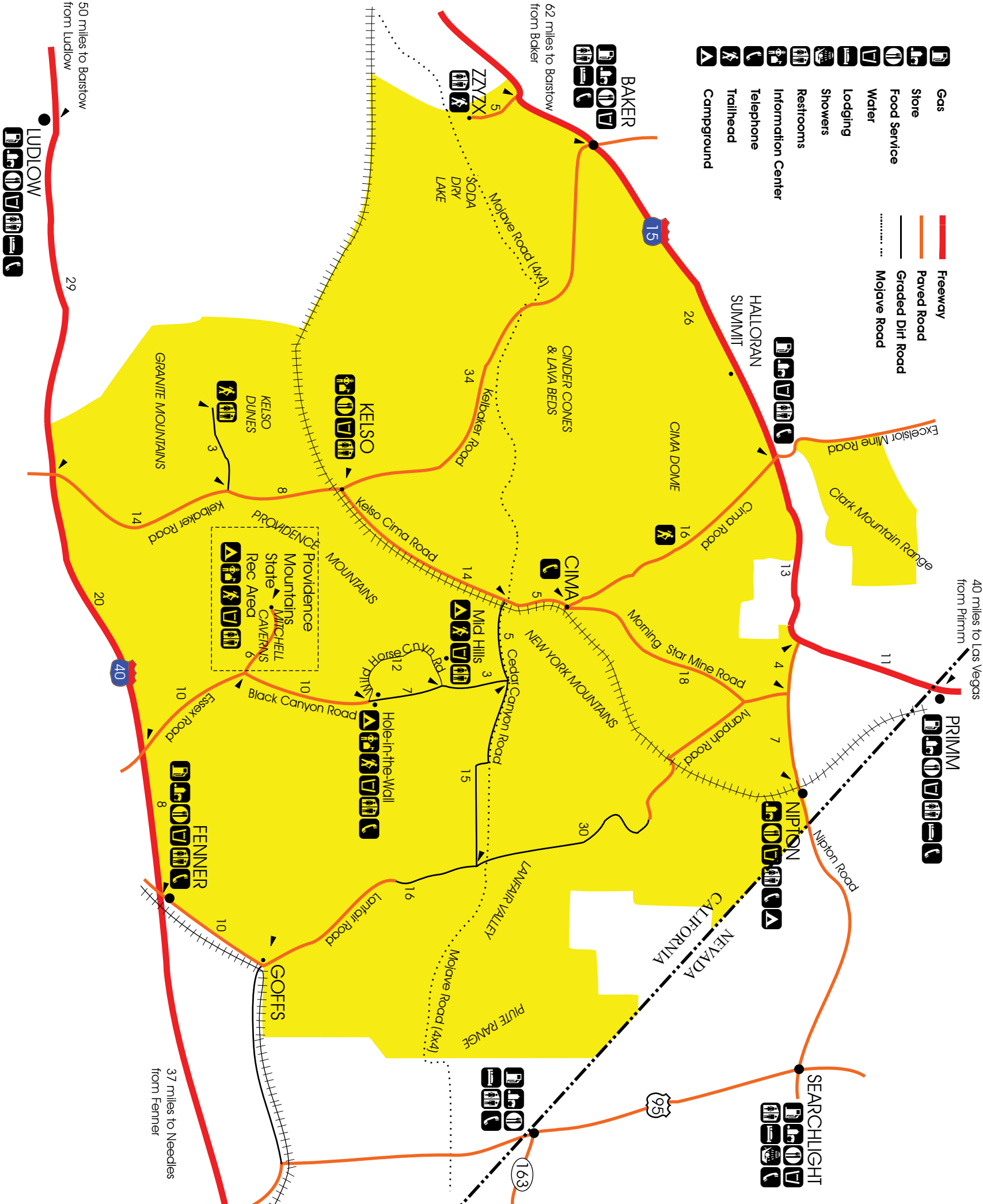
Mojave



National Park Service
U.S. Department of the Interior
Mojave National Preserve

- Gas
- Store
- Food Service
- Water
- Lodging
- Showers
- Restrooms
- Information Center
- Telephone
- Trailhead
- Campground

- Freeway
- Paved Road
- Graded Dirt Road
- Mojave Road



Telephone Directory
Emergency 911

Federal Interagency Communications Center
San Bernardino County Sheriff - Baker
San Bernardino County Sheriff - Needles

909-383-5651
760-733-4448
760-326-9200

Mojave National Preserve

Barstow Headquarters Office
Kelso Depot Visitor Center
The Beanery @ Kelso (lunch room)
Hole-in-the-Wall Fire Center
Hole-in-the-Wall Information Center

760-252-6100
760-252-6108
760-252-6165
760-928-2573
760-252-6104 or
760-928-2572

Nearby Parklands

Anza Borrego Desert State Park
Bureau of Land Mgmt. - Barstow Field Office
Bureau of Land Mgmt. - Needles Field Office
Calico Ghost Town
Death Valley National Park
Joshua Tree National Park
Lake Mead National Recreation Area
Providence Mountains State Recreation Area

760-767-4205
760-252-6000
760-326-7000
760-254-2122
760-786-2331
760-367-5500
702-293-8990
760-928-2586

Website Directory

National Park Service

Mojave National Preserve
Death Valley National Park
Joshua Tree National Park
Lake Mead National Recreation Area

www.nps.gov
www.nps.gov/moja
www.nps.gov/deva
www.nps.gov/jotr
www.nps.gov/lame

Providence Mountains State Recreation Area
Western National Parks Association (bookstore)
CSU Desert Studies Center (Zzyzx)
Bureau of Land Management
Sweeney Granite Mtns. Desert Research Ctr.
DesertUSA wildflower reports
Desert Tortoise data and information
Desert Discovery Center
Wilderness information
California Desert
Leave No Trace
US Federal government jobs

http://www.parks.ca.gov/?page_id=615
www.wnpsa.org
<http://biology.fullerton.edu/dsc/>
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<http://nrs.ucop.edu/Sweeney-Granite.htm>
www.desertusa.com/wildflower/wildupdates
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www.discoverytrails.org/welcome1.html
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www.lnt.org
www.usajobs.opm.gov



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